

Union Railroad line from Green Ridge to Wilkes-Barre

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In 1867, the Union Railroad Company of Wilkes-Barre completed the 15-mile long standard-gauge rail line from Green Ridge to Union Junction (near Hudson, formerly known as Mill Creek).

Where was Union Junction? In *A Century of Progress*, pp. 198-200, we read:

"The Union Coal Company, after it had merged the Howard company in February, 1867, completed railroad construction northward from Union Junction, in the Lackawanna Valley, to Green Ridge. The location of Union Junction may be stated as approximately one and one-half miles north of the present station at Hudson [formerly known as Mill Creek] on the Pennsylvania division of the company's railroad, so that the railroad from Union Junction to Green Ridge covered a distance of nearly fifteen miles. As Hudson is only three and one-half miles north of Wilkes-Barre, it is apparent that a long step toward the latter had been taken." (In 1886, the D&H extended the line three miles to the south to the Lehigh Valley depot in South Wilkes-Barre.)

The line from Green Ridge to Union Junction opened on June 18, 1867, and the Union Coal Company leased the exclusive right to run passenger and merchandise between Union Junction and Green Ridge, for a period of twenty years, 1867-1887, to the Lehigh Coal & Navigation company, the latter company afterward transferred this lease to the C. R. R. of N. J. The D&H could use the line (but not for passengers and merchandise) but did not control the line. The D&H would gain control of the line in 1887.

Shown below is a map of Mill Creek for the 1873 D. G. Beers *Map of Luzerne County*.

Mill Creek roundhouse abandoned on November 1, 1899; the four engines housed there were moved to the round house at Wilkes-Barre.

(*Carbondale Leader*, October 31, 1899, p. 2)

"Lehigh and
Susquehanna"—
the operators of the
line between Green
Ridge and Mill
Creek



Mill Creek

Wye for
turning
around
rail cars

In *Passenger and Freight Stations Delaware and Hudson* ("Inspection of Lines, June 7-10, 1928), page 14, we read: "Hudson and the stream flowing through it were formerly called Mill Creek. Five thousand acres of wood land were originally purchased and settled by two brothers, Henry and Richard Drinker. / In 1891, by petition of the citizens of the town, its name was changed to 'Hudson,' taken from the word 'Hudson' of the Delaware and Hudson Canal Company. / It is the junction point of the Wilkes-Barre connecting Railroad and The Delaware and Hudson Company. / Population 3,800."

Hudson used to be called Pumpkin Hollow:

George Cotton, was born at Blenavon, Wales, in 1851, the son of a mining foreman. When George Cotton was a small boy, the family moved to America and settled in Bloomsburg, PA. In 1867, the Cotton family moved from Ashland, PA to a community that was known at the time as Pumpkin Hollow, which was later known as Mill Creek, and then as Hudson, where George worked for the Hudson Coal Company.

That we know from the biographical portrait of the man (" 'Twas Called 'Pumpkin Hollow' ") that was published in the April 1, 1932 issue (pp. 99-100, 108) of the *Delaware and Hudson Railroad Bulletin*, wherein we read: "In 1867 the Cotton family again moved, this time to Pumpkin Hollow, later known as Mill Creek and now Hudson, Penna. Here George was employed in the Union Slope, now operated by the Hudson Coal Company as part of the Loree Breaker's workings, as a mule driver, moving the diminutive coal cars in and out of the mines. Shortly after his arrival he was promoted to the rank of runner, a position which paid \$3.25 a day. As a runner he was in charge of the drivers. It was his responsibility to make sure that each miner had sufficient cars in his chamber at all times and also to give each miner exactly eight cars per day." (p. 100).

From George Cotton's biographical portrait, we learn some remarkable facts about the D&H engines that were assigned to Hudson in 1875. In his biographical portrait, we read: "One of the most attractive Delaware and Hudson engines ever to turn a wheel on the Pennsylvania Division, according to George Cotton, retired Wilkes-Barre roundhouse machinist, was the old No. 7, the *Quintard*, which was stationed at Hudson back in 1875. There were hand carved grapes on her tender so realistically done that one was tempted to pick them. The engine itself, moreover, was painted in a variety of colors in addition to the conventional black, and the numerous brass bands, handles, bell and flag staffs. The top of the smokestack was bright red, while dashes of gold and blue completed her gaudy dress. / The other two engines then assigned to Hudson, Nos. 6 and 8, named *Mill Creek* and *J. J. Albright*, respectively, were also painted in bright hues. Numbers 7 and 8, both of which had four drivers, were known as road engines, and operated between Olyphant and Hudson; No. 9, a six wheeler, was used exclusively on mine runs." (p. 99)

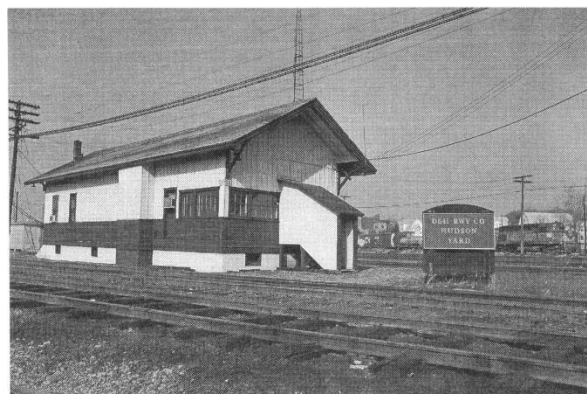
On February 1, 1880, George Cotton became an engineman with engine 22, named the *Fuller*. This position called for runs between Plymouth and Hudson and various mine switching work. Working on the single track between Plymouth and Hudson was not only difficult but dangerous, as Cotton explains in his biographical portrait: "Operation of the single track line between Plymouth and Hudson was made doubly difficult and hazardous because of the fact that Delaware and Hudson crews ran over the tracks of four different railroads in that short distance: their own, the Lehigh Valley, Central Railroad of New Jersey, and the Delaware, Lackawanna and Western. The crews therefore had not only to be familiar with the books of rules of all these lines but they had to watch the schedule of each to avoid collisions." (pp. 100, 108)

On July 1, 1880, Seth V. Colvin ("They Had No Caboose," *The Delaware and Hudson Company Bulletin*, October 1, 1932, pp. 259-60) was named conductor on the *Mark L. Fuller* on the run between Plymouth and Hudson. In his biographical portrait, we read: "On July 1, 1880, Mr. Colvin was promoted to the rank of conductor and was placed in charge of locomotive 22, the *Mark L. Fuller*; a 20-ton engine with her water supply in tanks placed along the sides of the boiler instead of in a tender. This engine was used to do mine switching at Plymouth and to move cars between that point and Hudson. On that short run the crew ran over four different single track railroads: The Delaware and Hudson, Lehigh Valley, Jersey Central, and Lackawanna; today the Wilkes-Barre Connecting Railroad, owned and operated jointly by the Pennsylvania and Delaware and Hudson, links Plymouth and Hudson."

The Yard Master at Hudson was Milot Shiffer. Seth Colvin married his daughter, Ruth, and they were the parents of five children. Their son Louis became a passenger train conductor, running between Scranton and Carbondale.

Milot Shiffer: In Tunkhannock, PA, on October 21, 1853, Milot Shiffer was born. In May, 1871, he became a brakeman in the yard at Mill Creek. In the biographical portrait of the man ("Yardmaster For Fifty Years") that was published (pp.371-372) in the December 15, 1929 issue of *The Delaware and Hudson Company Bulletin*, we read: "The yard [at Mill Creek] was small, there were only two or three tracks when he first began, yet with the two different gauges of track, broad and narrow, a yard brakeman had his hands full at all times keeping the cars moving and on the rails. After two years as a brakeman, Mr. Shiffer was promoted to yardmaster at Mill Creek in which capacity he served for the remainder of his sixty years of service." (pp. 371-372)

On page 33 of the *Bridge Line Historical Bulletin* for April 2015, there is a photograph by Mike Bischak of the "D&H RWY Co. Hudson Yard office." The caption on the photo reads as follows: "D&H's SX Cabin, the Hudson, Pa. yard office, was home of the Hudson Operator, who controlled the CTC from SC Cabin in South Wilkes-Barre to DF Cabin in Carbondale. March 7, 1980 photo by Mike Bischak." Here is that photograph:



Back to the Union Railroad:

About this rail line, the Union Railroad, we read the following in the *1890s Summary*:

"In 1867*, the Union Railroad, between Green Ridge and Union junction, near Mill Creek, was completed. Up to this time, the gauge of the [D&H] track was 4 ft. 3 inches, but in constructing the line to Union Junction, a third rail was laid, making two gauges, the one 4 ft. 3 inches, the other 4 ft. 8 ½ inches, from Valley Junction to Union Junction. The Gravity, or 4 ft. 3 in. gauge, was extended to the Baltimore mines, near [north of] Wilkes-Barre, over the tracks of the Lehigh Coal & Navigation company, and Gravity coal cars now ran between Honesdale and the Baltimore mines."

*1866 or 1867? In *Passenger, Freight and Work Equipment on the Delaware and Hudson*, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES, June 2, June 5, 1927, p. 21, we read: "The Union Coal Company opened, in 1866, the line between Green Ridge and Union Junction. (15 miles)." 1866 or 1867? Construction may well have begun in 1866, with the line being completed in 1867.

Before the publication of the first five volumes in this series on the D&H, it was not generally known that Gravity-gauge tracks extended south of the foot of Plane No. 23 in Olyphant. Jim Shaughnessy, for example, in *Delaware & Hudson* says (pp. 68-69) the following:

"In the meantime in 1870, a locomotive-operated road was built between Carbondale and Olyphant, near Scranton, and a second track was added to the original flat stretch from Valley Junction near Olyphant to Green Ridge, adjoining Scranton. Strangely enough, a third rail was laid on this line too, only this one was at a 4'-3" gauge to accommodate gravity equipment. On many stretches of the lines below Carbondale four rails were used: one common running rail, a 4'-3" gravity rail, a standard gauge rail and six-foot rail for Erie equipment."

Shaughnessy's use of "strangely enough" suggests, perhaps, that he was not aware of the fact that a third rail for the movement of Gravity cars to and from the Baltimore mines was installed in the Union Railroad line to Wilkes-Barre. Perhaps, as well, he was not aware of the Gravity passenger service that took place south of Providence?

The extension of Gravity-gauge tracks from Providence to Green Ridge to the Baltimore mines in Wilkes-Barre was a part of a concerted program of expansion of D&H mining operations undertaken by President George Talbot Olyphant (elected president on March 15, 1858; took office on March 31, 1858) and Vice President Thomas Dickson. In order to buy the desired coal lands, the D&H had to get a supplement to its charter to allow it to hold an additional 3,000 acres of coal lands.

The extraordinarily important relationship between the Union Coal Company and the D&H began in 1866. In the D&H centennial book, *Century of Progress*, pp. 196-197 and following, up to 200, we read the following about that relationship:

"The buying of additional coal properties, which in a measure antedated entrance into the general railroad field, began with relations with The Union Coal Company entered into in 1866. . . At first the business arrangements made with this coal company contemplated nothing more than transporting for it coal that it produced. A little later it was deemed advisable to aid The Union Coal Company in the project it then entertained of buying the property of the Baltimore Coal Company situated near Wilkes-Barre. To furnish the financial assistance that was thought necessary, the Managers, in 1867, loaned the Union company \$1,300,000, obtaining the funds by an issue of bonds, all of which were taken at par and chiefly by the stockholders. But by January, 1868, additional financing on the part of the Union company had become requisite and its absorption in some way by the Delaware and Hudson Company seemed highly probable. In fact, it seemed desirable to obtain control of both the Union company and the Baltimore company, since these properties embraced over three thousand acres of coal lands owned in fee, and eleven hundred acres held under favorable leases; four coal breakers with all appurtenances, capable of turning out more than two thousand tons of anthracite daily, and seventeen miles of railroad connecting with the company's line in the Lackawanna valley near Scranton. The properties of the two companies also included four locomotives, five hundred and fifty coal cars and one hundred canal boats. / Towards the close of 1867 an opportunity offered to purchase an important 'Coal Estate' at Plymouth, opposite Wilkes-Barre. President Olyphant and a committee of the Board visited this property, and on their unanimous recommendation it was purchased for \$1,575,000 bringing to the enterprise eight hundred and three additional acres of coal lands owned in fee; two hundred and twenty-five acres held on favorable leases; three mine openings; one breaker ready for operation and one in course of construction; store properties, houses, a grist mill, and mine houses; also a first-class railroad bridge over the Susquehanna, with two miles of railroad connecting the property with the main line of traffic 'on the east side of the river.' [emphasis added]. By the Spring of 1868, not only had the purchase of this coal property at Plymouth been completed and title taken in the name of the Northern Coal and Iron Company, but the desirability of obtaining control of the properties of the Union and Baltimore companies had assumed paramount importance. . . / Besides this, the railroad advantages that offered were considerable. The Union Coal Company, after it had merged the Howard company in February, 1867, completed railroad construction northward from Union Junction, in the Lackawanna valley, to Green Ridge. The location of Union Junction may be stated as approximately one and one-half miles north of the present station at Hudson on the Pennsylvania division of the company's railroad [emphasis added], so that the railroad from Union Junction to Green Ridge covered a distance of nearly fifteen miles. As Hudson is only three and one-half miles north of Wilkes-Barre, it is apparent that a long step toward the latter had been taken. /. The arrangements by which the beneficial interest in the properties of The Union Coal Company and the Baltimore Coal Company were actually secured may now be summarized. The extensive coal properties of the Baltimore Coal Company

were conveyed to the Delaware and Hudson Canal Company by deed dated October 15, 1867 [emphasis added]. Because of the financial difficulties of the Union company, all its property, including coal lands and railroad, was sold under foreclosure and conveyed by deed dated February 20, 1868, to Andrew T. McClintock and Thomas Dickson, in trust. By deed dated April 2 they conveyed the property to the Baltimore Coal and Union Railroad Company, incorporated on April 8. [On page 199 of *Century of Progress*, there is a photograph of Edward A. Quintard, who was the first president of the Baltimore Coal and Union R. R Co.] Finally, by instrument dated December 1, 1868, the Baltimore Coal and Union Railroad Company leased its coal lands and railroad in the Lackawanna valley to the Delaware and Hudson Canal Company, conveying to the lessee the right to operate the railroad for the purpose of transporting coal, subject, however, to existing rights of the Lehigh Coal and Navigation Company to operate it for general purposes [emphasis added]. / To provide for the additional tonnage expected upon the completion of the railroad about to be constructed from Green Ridge to Union Junction [approximately one and one-half miles north of the present station at Hudson on the Pennsylvania division of the company's railroad] further alterations and improvements in the Gravity railroad were commenced in 1866."

The Lehigh Coal and Navigation Company, with whom the Union Railroad Company initially entered into a lease arrangement on the rail line from Green Ridge to Union Junction, owned a canal that extended from Tunkhannock, PA to Baltimore, MD, passing through Wilkes-Barre. On the site in Wilkes-Barre to which that canal extended were located, in 1927, the D&H Wilkes-Barre yards. This we have learned from the biographical portrait of Thomas D. Winn that was published in the June 1, 1927 issue of *The Delaware and Hudson Company Bulletin*, pp. 163-64, 176, wherein we read:

"The canal basin was a part of the Lehigh Coal and Navigation Company's canal, extending from Tunkhannock, Pa., to Baltimore, Md., and the boats and coal pockets belonged to the Baltimore Coal Company, the extensive coal properties of which were conveyed by deed to The Delaware and Hudson Canal Company on October 16, 1867."

Three and a half years before October 16, 1867, Thomas D. Winn (born in Liverpool on December 25, 1854) began working for the Baltimore Coal Company, where his brother-in-law worked as barn boss and mule buyer. Thomas D. Winn, at the age of 9, came to America on the *S. S. Great Western*, then making its second trip across the Atlantic, arriving at Castle Garden in New York City after a voyage of 18 to 20 days. Winn's first job for the Baltimore Coal Company was "as a messenger boy at the Baltimore Coal Company's office that stood where the overhead bridge is located at the junction with the Lehigh Valley railroad. Later he became a muleteer on the trestle over the coal pockets that spanned the canal basin, hauling the little cars of coal as they came down from the Black Diamond and Baltimore No. 1 breakers and returning with them empty after their contents had been deposited in the storage pockets. There were two sections of pockets, one for lump coal and one for finer sizes, and between these were located the lime kilns. Tom Milligan was the boss."

The first standard-gauge engine for the Union Railroad was named "Mill Creek."

In the 1934 list of 60 old locomotives on the Pennsylvania Division, we read the following about the Mill Creek:

"She [No. 6 in the 1934 list of 60 old locomotives on the Pennsylvania Division] was built at the Grant Locomotive Works, and was brought to the National Crossing, near the Minooka station, over the tracks of the Delaware, Lackawanna & Western company, on April 2d, 1867. She was pushed down the line a short distance, and her boiler filled with water carried from the river in pails. The fire was started by D. C. Benscoter, who acted as fireman; the engineer's name was John Bloom. When the "E. A. Quintard" now No. 7 was purchased, May 1st, 1867, engineer Bloom and fireman Benscoter were transferred to her, and the Mill Creek was sent to Mill Creek to do switching and mine work."

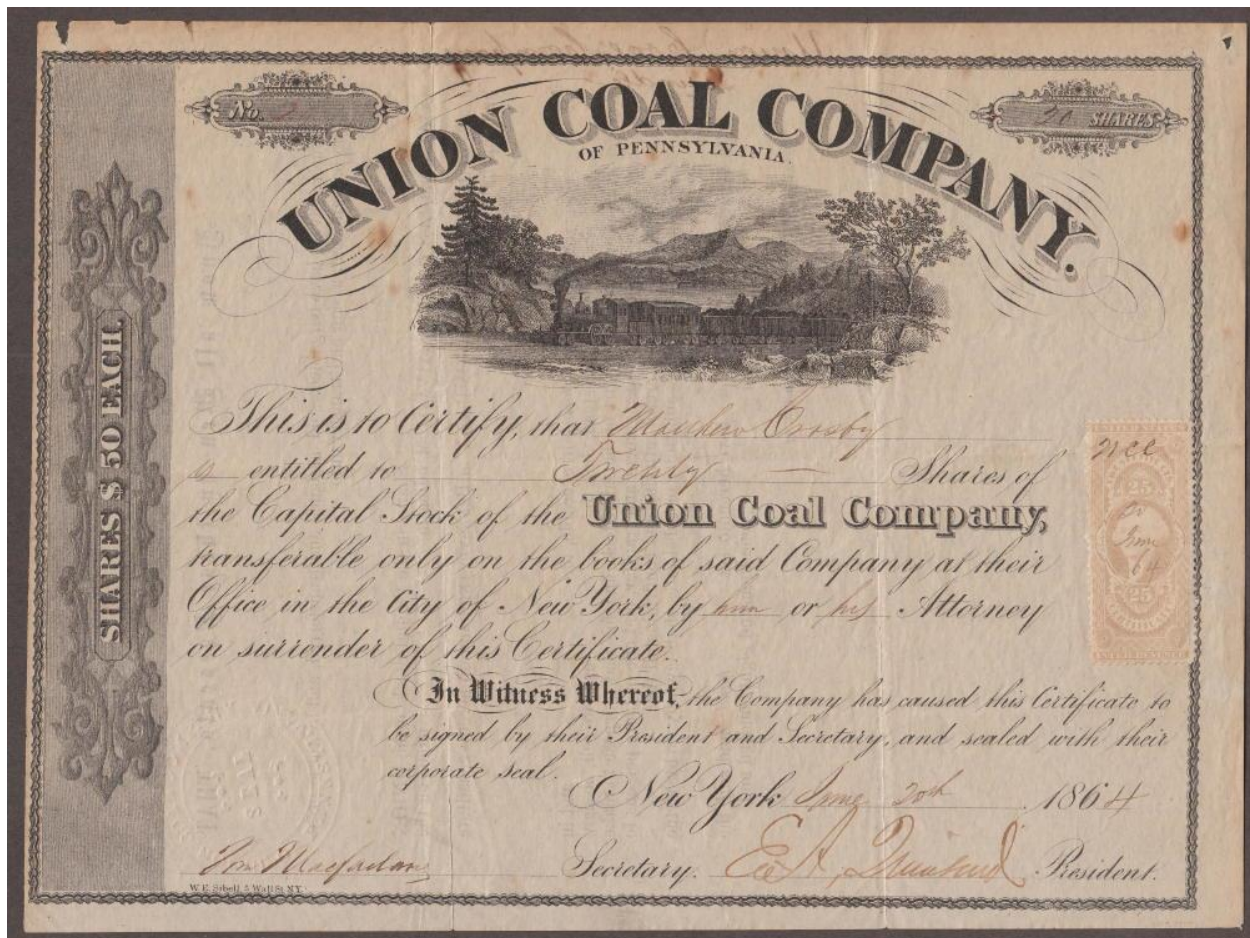
Edward A. Quintard was the first president of Baltimore Coal and Union R. R. Company. Here is the engraving of Quintard from page 199 of *A Century of Progress*:



In 1883, the D&H engine, the *E. A. Quintard*, was thoroughly repaired following an accident. This was the engine used for the celebrated "Saratoga Express."

"Engine No. 7, 'E. A. Quintard,' which was nearly smashed up a few months ago is again on the track after being thoroughly repaired. She has spent four months in the Dickson Works, and last Saturday was brought to Carbondale and placed in the round house, where under the skillful supervision of Mr. Eitel, the engine dispatcher, the necessary fixtures were added to her and on Thursday of this week, she took her old place on train 1 and 2 (Saratoga), with an entirely new steel boiler, cab. &c. Engine 7 now looks like a new engine and her appearance and general make-up are calculated to make glad the heart of her trusty engineer, Miles Biesecker." (*Carbondale Leader*, February 9, 1883, p. 2)

Shown below is a Union Coal Company stock certificate signed by E. A. Quintard. This certificate was donated to the Carbondale Historical Society by John V. Buberniak:



Here is an account of an excursion train that was run over this line between Wilkes-Barre and Green Ridge on May 18, 1867. Included in this account is some very interesting information about this line and about D&H engines used on this line. The engine that pulled this excursion train back to Wilkes-Barre from Green Ridge was the *E. A. Quintard*.

"On May 18th, 1867, an excursion train, of ten coaches, was run over this line between Wilkes-Barre and Green Ridge. The engine "Mauch Chunk" hauled the train from Wilkes-Barre to Green Ridge, and as the Green Ridge turntable had not then be completed, the "E. A. Quintard" was sent to Green Ridge, headed south to haul the train on the trip back to Wilkes-Barre. The "J. J. Albright" engine No. 8 was delivered in May, 1867. A six-wheel connected engine had been built by the Dickson Manufacturing company for the Ulster & Delaware Railroad, but was found to be unsuitable for that road. The "J. J. Albright" was sent to the Ulster & Delaware in exchange for the six-wheel engine, and the latter assumed the name and number of the No. 8. [In the biographical portrait of Seth V. Colvin that is presented on pages 259-260 of October 1, 1932 issue of *The Delaware and Hudson Railroad Bulletin*, we read the following: "One day he [Seth V. Colvin] met Amos Carl, Superintendent of the company's railroad, and immediately made application for a position on a train crew. Seth was told that he could begin braking on April 1, 1873, and on that date he became a member of the crew which operated locomotive *J. J. Albright*, No. 8, at Mill Creek. For seven years he was on this 'cabooseless' run, working from 12 to 20 hours a day for \$1.73. . . Flagging the rear end of a freight train today [1932] is like riding in a Pullman compared with conditions at Mill Creek (Hudson), Pa., in 1873, when SETH COLVIN began his 51-year career with the Delaware and Hudson. His crew had no caboose and the youngest man, instead of riding the head end as at present, had to find as comfortable a position as he could on the last car and, despite wind, rain, snow, or hail, protect and brake the rear end of the train. / Derailments were frequent, yet there was no wrecking crew to be called on: the train crew had to get the engine or cars back on the track as best they could. When a car went 'off the iron' they collected pieces of rail, ties, boards, stones, and any other available material which might be used in prying the wheels out of the cinders, raising them inch by inch on blocking, and eventually getting them back on the light iron rails, only too frequently to have them go on the ground again after traveling a short distance. . . "] The next engine procured was the Baltimore, No. 9, built in Baltimore, Md.; she is now in the scrap pile. Then the "R. Manville," No. 10, which was built by the Dickson Manufacturing company about 1865, for the use of the United States Government in prosecuting the war, was turned over to the Delaware & Hudson in 1868, for use on the Union Railroad. Her first engineer was named Isaac N. Street, and George Shiffer, was fireman, both of Scranton. (1890s Summary)

The first wreck on his line took place in May, 1867. Here is an account of that accident:

"The first wreck on this railroad occurred in May 1867. The construction gang was going north to Green Ridge; a heavy rainstorm was raging. When about 300 feet north of the Minooka station

they came upon a washout. The engine was stopped on what seemed to be a safe, but the water had undermined the roadbed; the engine rolled down the embankment, and rested on her side at the bottom. The engineer had reversed her and shut off steam, but a splinter of wood probably pushed the throttle lever open, for she took steam into her cylinders and thrashed for about five minutes, until the lever could be gotten at and closed." (*1890s Summary*)

Joseph Gallagher was the first employee to lose his life on this rail line:

The first employee to lose his life on the railroad was named Joseph Gallagher. The *James Dickson*, engine No. 11, engineer D. C. Benscoter, was working at the Baltimore mines. Gallagher and another brakeman were seated on the bumper beam in front of the engine. Gallagher's companion was to throw the first switch and Gallagher the second. When the latter stepped off the engine, he slipped and fell, the pilot rolled him over and crushed his life out. (*1890s Summary*)

The interest of the D&H in this rail line was made very clear in June 1867, when the annual excursion trip of the directors and officers of the D&H included a ride over the Union Railroad from Wilkes-Barre to Green Ridge before the line was officially opened:

"Del. & Hud. Canal Excursion. / The annual excursion trip of the directors and officers of the Del. & Hud. Canal Co. came off on the first week in June. This party this year consisted of / Thos. Dickson, Acting Pres., wife and daughter, Scranton; E. W. Weston, Supt. Coal Dept., and wife, Scranton; R. Manville, Supt. R. R. Dept., and wife, Carbondale; C. F. Young, Supt. Canal Dept., and wife, Honesdale; Hon. T. P. Howell, wife and daughter, New York; P. H. Balentine, wife and daughter, New York; C. A. Sprague, wife and sister, New York; W. J. Schenck and wife of the Merchant's Hotel New York; P. J. Dubois, wife and daughter, Kingston; L. C. Fuller, Scranton; Rev. Dr. Terhune, R. D. Church, Newark; W. C. Rose, Div. Supt. and daughters, Port Jervis. / They left Rondout in the Packet *Dyberry*, on the Fourth of June, and arrived in Honesdale on the Seventh--making the trip over the canal in three days. The party reached here [Carbondale] on Sunday en route to Scranton. / At Scranton the party took the Lackawanna & Bloomsburg Railroad to Wilkes Barre, and returned to Scranton upon the *Union Railroad*. That Railroad connecting the Lehigh and Susquehanna Railroad at Wilkes Barre with the Del. & Hud. Railroad near Providence is expected to be formally opened on Tuesday next, 18th inst." (*Carbondale Advance*, Saturday, June 15, 1867, p. 3)

On June 18, 1867, the Union Railroad, connecting the Lehigh and Susquehanna at Wilkes-Barre and the D&H at Green Ridge, officially opened:

"IMPORTANT RAILROAD OPENING. Our town [Carbondale] was visited on Wednesday by the Officers of the Lehigh and Susquehanna Railroad Co., the Union Railroad Co., the Del. & Hud. Canal Co., and other excursionists, making a formal opening of the Union Railroad Co., which forms the connecting link between the Lehigh and Susquehanna at Wilkes Barre and the

Del. & Hud. at Providence. / This opening is an important one to our valley in general, facilitating communication and transportation, and will be very beneficially felt in many localities. It gives Wilkes Barre direct communication out, both ways, on its own side of the river, with choice of routes to New York and Philadelphia. It also gives us in addition to what we had before another direct line of communication with the seaboard cities. Scranton now has the advantage of Wilkes Barre, only in a direct line North." (*Carbondale Advance*, Saturday, June 22, 1867, p. 3)

The Northern Coal and Iron Company played a very useful role for the D&H, beginning in 1871:

"On August 4 [1871] the Baltimore Coal and Union Railroad Company was merged with the Northern Coal and Iron Company which, in 1864, had been incorporated chiefly for the purpose of holding, in the interest of the Delaware and Hudson Canal Company, coal in excess of the acreage allowed by the charter of the latter. As the Northern Coal and Iron Company acquired, in 1866, certain additional railroad rights and franchises, this merger not only served the business convenience of substituting one company for two, but furnished the Delaware and Hudson company with a convenient subsidiary that could be utilized as a coal-land holding company and for railroad purposes." *COP*, p. 209

In 1872-73, the D&H purchased, in the name of the Northern Coal and Iron Company, the Gibson property in Carbondale:

"Authorized on February 6, 1872, there was purchased for \$425,000 in the name of the Northern Coal and Iron Company, on January 17, 1873, nearly two thousand acres, located near Carbondale and known as the Gibson property." *COP*, p. 209:

And then in December 1873, the D&H and the Northern Coal and Iron Company entered into an even closer relationship when the D&H leased the property and franchises of the Northern Coal and Iron Company in perpetuity:

"... on December 1, 1873, the relation between the Northern Coal and Iron Company and the Delaware and Hudson company was made closer and more permanent by a lease of the property and franchises of the former to the latter in perpetuity." (*COP*, p. 210)

In 1886, the D&H assumed full control of the Union Railroad from Green Ridge to Mill Creek. This opened a major window in the passenger service industry for the D&H:

"In November, 1886, the twenty-year lease for the right to run passenger and merchandise traffic over the Union railroad, by the C. R. R. of N. J. expired, and the Delaware & Hudson assumed entire control of the line through to Wilkes-Barre, the extension from Mill Creek to Wilkes-Barre having been built in this year in anticipation of the expiration of the aforesaid agreement. More passenger trains were called into service, and promotions for the trainmen were a natural sequence. (1890s Summary)

About the new (summer of 1886) three-mile extension of D&H rails from Mill Creek to the "fine new" Lehigh Valley depot in Wilkes-Barre and uniting at South Wilkes-Barre with the D & H road, by its Susquehanna bridge, to the Plymouth mines on the west side of the river, we read the following in the July 15, 1886 issue of *The Journal*:

"The New D. & H. Connection. / The Delaware and Hudson Canal Co., opened a short line route for its Plymouth coal recently. The new track is from Mill Creek to Wilkes-Barre, about three miles, connecting with the Lehigh Valley road near its fine new depot, and uniting at South Wilkes-Barre with the D & H road by its Susquehanna bridge, to the Plymouth mines on the west side of the river. This saves several miles and terminates traffic by the Lehigh and Susquehanna and Nanticoke branches of the Reading Co. The new road will have double tracks, and sometime soon we shall no doubt be able to take the comfortable D. & H. cars, which now come south only to Scranton, and ride from Wilkes-Barre to Montreal without transfer. The company has almost inexhaustible coal property in the finest part of the Wyoming field and will supply the best markets; East, North and West, where winters are long and severe, and when transporters and consumers fully realize the great changes wrought in the trade by the rapid increase of railway traffic, and recover from the alarm at loss of a heavy fall demand, confidence will return and with it prosperity." (*The Journal*, July 15, 1886, p. 3)

A follow-up article about the recently completed branch of the D&H Pennsylvania Division to South Wilkes-Barre was published in *The Journal* a week later:

"The D. & H. Canal Company has recently completed a branch of its Pennsylvania division from Mill Creek to South Wilkes-Barre. The branch is about three miles long and gives the company a new connection with the Lehigh Valley road and also gives it a shorter outlet from the Plymouth mines." (*The Journal*, July 22, 1886, p. 3)

D&H passenger service daily was immediately offered between Carbondale and Wilkes-Barre (at the Lehigh Valley depot):

"The Del. & Hud. Canal Co.'s Railroads. / Next Saturday night at twelve o'clock the twenty years lease of the Union Railroad from Scranton to Mill Creek to the Lehigh Coal & Navigation

Co. expires, and the control of the road returns to its owners, the Delaware & Hudson Canal Co. During the twenty years the management of the passenger and freight business of this short but important railroad link has been operated successively by three different companies—the Lehigh & Susquehanna, the Central of New Jersey, and the Philadelphia & Reading. These twenty years have seen a wonderful growth in business enterprise and population in the two valleys which the Union Railroad connects, and what seemed then of minor importance, is now a most valuable branch of the Delaware & Hudson railroad system. The Delaware & Hudson Canal Co. will take possession of the Union Railroad, as before stated, next Sunday. They have built an extension from Mill Creek to the Lehigh Valley depot in Wilkes-Barre, and on Monday next will run their passenger and freight business from the city to Wilkes-Barre [emphasis added]. A rearrangement of the passenger trains on the new time table goes into effect next week, as follows: / On and after Monday next, passenger trains will leave Carbondale for Scranton at 7.00, 8.20, 9.50, and 11.20 a. m., 1.00, 3.46, 5.20. and 8.15 p.m. / Trains will leave Scranton for Carbondale at 7.00, 8.40, 10.00, and 11.47 a.m., 2.10, 5.00, 7.00, and 11.05 p.m. / All trains except the 7.00 a.m. from Scranton and the 9.50 a.m. from this city will run through coaches between Wilkes-Barre and Carbondale. / The train leaving here at 8.15 p.m. will run through to Wilkes-Barre, reaching that city at 9.50 p.m. Returning, it will leave Wilkes-Barre at 10.15 p.m., and reaching this city at 11.50 p.m. Passengers to and from Scranton on this train will go to the Bridge street depot, the old L. & S. station, near the Stone bridge Scranton [emphasis added]. / The principal changes from the present time of trains between here and Scranton are that the first train from Scranton in the morning will leave that city at 7.00 and reach this city at 7.50, and that the last train at night from Carbondale will leave at 8.15. The Saratoga Express will leave this city at 11.00 a.m. instead of 6.03; the present 11.25 a.m. train will leave five minutes earlier--11.20; the old evening train from Scranton will leave that city at 7.00 instead of 7.10 p.m. / The Company will run seven trains each way between Scranton and Wilkes-Barre” [emphasis added]. (*The Journal*, November 4, 1886, p. 3)

With regular D&H passenger service between Carbondale and Wilkes-Barre now a reality, the former L&S station near the Stone bridge in Scranton became the D&H Bridge Street depot. The exact location of the Bridge Street depot is shown on the maps on the following two pages.